

CARPENTIER IS NOT IN SHAPE

BY H. C. HAMILTON
(United Press Staff Correspondent)
NEW YORK, Feb. 10—Cigarette smoking, life in the trenches and wounds received in airplane combats, according to recent reports received from Paris, have made the condition of George Carpentier such that he would have trouble getting in condition for a real bout inside of six months. A recent interview from the United Press representative in Paris quoted Carpentier as saying he would not be able to fight in this country within four months.

Carpentier's appearance, while ostensibly for the purpose of raising funds for the family of a French pugilist who was killed in action, undoubtedly had with it the experiment of determining the real condition of the European champion. He boxed four rounds and when he finished he was puffing hard.

He laid his lack of wind to the use of hundreds of cigarettes—a habit acquired in the trenches. He promised to cut down his daily quota of pills. He boxed well, but his movements were decidedly clumsy compared to his former fast-shifting self.

Carpentier is through for a long time. It will take a year for him to get back into condition. War effects, his injuries received in a fall, and his cigarette smoking will make it impossible for him to be really in shape.

Talk of a match with Jess Willard was foolish for him to be really in shape. Talk of the fact that every tentative arrangement had been made. Talk of a bout with Les Darcy or any other good light heavyweight is just as foolish. To send Carpentier into action now against a really good man would be slaughter. He would tire within six rounds at the most and all his ring craft could not save him from defeat.

It is the price he has paid for being a patriot. Even if he is not killed or permanently crippled in action, the chances are he never will occupy the place in fistiana he once enjoyed.

DEVICE FOR LIMITING CAR'S SPEED TO SET POINTS IS INVENTED

NASHVILLE, Tenn., Feb. 10—A device that may be set to limit the speed of the car to any point the operator desires and which incorporates a speed register is about to be marketed by J. H. Core of this city. Besides the usual feature of the speedometer, the device acts as a lock which prevents the car from proceeding under its own power, this being accomplished by the withdrawal of the key which adjusts the speed control.

COPS IN SPOTLIGHT

The Milwaukee police department is experimenting with the idea of putting traffic officers stationed on downtown intersections into the spotlight. By courtesy of the Electric Co. powerful spotlights have been placed in several corner buildings and are directed at the street on the spot where the traffic officer stands so that traffic cannot fail to see the officers or the directions he may be giving. So far the system is declared a success.

CUP PLAY LAGS AT GOLF CLUB

NEWPORT BEACH, Feb. 10—Although the weather has been ideal for golf all week, few matches were played in the various cup events in which many of the contestants are far behind their schedule. The lack of play can be attributed to no particular cause save perhaps the general unsettled conditions prevailing nationally. As golf is a game of nerve doubtless the players desired a few days in which to steady themselves before engaging in the final events of the different cup matches.

In the president's cup, two matches were played. Elmer Prince beat George Shattuck 1 up and E. B. Stanley beat Joe Parsons 3 up. This leaves as contenders for the cup E. B. Stanley, C. G. Twist, Elmer Prince and S. L. Collins. The semi-finals must, according to the terms of the match, be played on or before February 11, the finals being played next week. In the semi-finals E. B. Stanley plays C. G. Twist, and Elmer Prince plays S. L. Collins.

In the Strock cup, but one match was played, in which I. M. Spruell beat Norman Hoyle 3-2.

The players in the Strock cup are far behind their schedule and unless the play is active this week many contestants will lose by default.

In the J. W. Tubbs cup a similar condition prevails, one match only being played during the week in which C. D. Holmes beat A. W. Rutan 2-1.

A number of matches will doubtless be played during the week in order to bring the various contests up to schedule. The links are in unusually fine shape and the weather ideal for the game.

PISTON DISPLACEMENT OF TOM ALLEY'S CAR IS INTERCHANGABLE

CHICAGO, Feb. 10—Tom Alley will be seen at the wheel of a Chicago six during the 1917 racing season and will make his first appearance with the new mount at the Memorial day race, Indianapolis. Alley is now building the car for the Pan-American Motors Co., and is fitting one of Harry Miller's new aluminum engines, similar to the one Barney Oldfield will campaign his Delage with. This engine has aluminum cylinder jackets and is so arranged that by slipping sleeves of different sizes inside the jacket the cylinder bore can be altered to conform with the piston displacement limit of different races throughout the season. The change from a 450-inch engine to 300-inch engine can be made in about two hours.

HONOLULU NET MEET OPENS; STARS ENTERED

HONOLULU, H. I., Feb. 10—The mid-Pacific carnival tennis tournament, under the sanction of the United States National Lawn Tennis Association, started here on the courts of the Beretania Tennis Club. George M. Church of Tenafly, N. J., William M. Johnston, San Francisco; John Strachan, California, and Harold A. Throckmorton, Elizabeth N. J., will compete.

HOW CAN SUCH THINGS BE?

From "Two Mouthfuls o' Neathing," by "Scotty" in the Fresno Republican.

WEEL, SIR FOUR,
I'M JUIST FU'
O' WUNNERATION
ABOUT SOME
HAPPENIN'S
I DINNA
UNNERSTAN'
I'LL BE AT WHEEL
O' LIZZIE FLIVVER,
SCOOTIN'
HITHER AN' THON,
ON HIGHWAY,
NAE ANITHER
AUTOMOBILE
ONNYWHIR
IN SICHT,
TILL FINALLY
I CATCH OOP
WI PLODDIN' TEAM
HITCHED TAE HEAVY LOAD,
AN' I'LL TURN OOT
TAE PASS,
BIT I CANNA
FIR AS SURE AS DEATH
THIR'LL BE MACHINE
APPROACHIN'
WI RICHT O' WAY,
AN' I'LL HAE
TAE PIT ON BRAKE,
TILL A PROCESSION
O' TH' THINGIES
WHANG PAST,
THIS NE'ER FAILS,
WHY IS IT?
OR I'LL BE
HOOMPIN' ALANG
ON A BRAID ROAD,
WI JUIST ANE AUTO
AN' ANE ALANE
CUMIN'
TH' I'THER WAY,
AN' WE'LL MEET
IN TH' AINLY
NARROW PLACE
IN SIX MILES,

AN' HAE TAE
SLOW DOON,
OR SLOW OOP,
WHY IS THOT?
OR I'LL BE
CROSSIN' COUNTRY,
FIR HOORS AN' HOORS,
AN' FINALLY CUM
TAE A CROSSIN'
OWER TH' TRACKS
O' A RAILROAD,
ANE THOT RINS
JUIST TWA TRAINS
ILKA DAY,
AN' JUIST AFOR
I GET TAE I'
A FREIGHT RO'S OOP
AN' I HAE TAE
WAIT,
WHY IS THOT?
OR I WUSH
TAE SHOORT CUT
SOMEWHIR,
AN' TH' ROAD
IS NARROW,
AN' I GET HALFWAY,
AN' A LOAD
O' ALFALEFA HAY,
BUILT EXTRA WIDE,
HITCHED TAE A TEAM
EXTRA SLOW,
AN' DRIVEN
BE A LAD
EXTRA GROUCHY,
TURNS INTAE THOT
EXTRA NARROW ROAD
AHEAD O' ME,
AN' PEGS ALANG
IN TH' MIDDLE
UNTIL I AM
EXTRA MAD,
WHY IS THOT?
NAE TH' EXTRA MAD,
WHY IS 'TH'
REST O' IT?
THIR MAUN BE
SOME REASON
FIR A' THAE THINGS,
THEY'RE FOLLOWIN' OOT
SOME NATURAL LAW,
IT CANNA BE
THOT I AM
TH' AINLY BAIRN
O' MISFORTUNE
THIS LAW AFFECTS
ITHERS MAUN SUFFER
AS I DAE,
WHY IS IT?
WHY DAE SIC
HAPPENIN'S
HAPPEN?
FIR FRIEN'
SCOTTY.

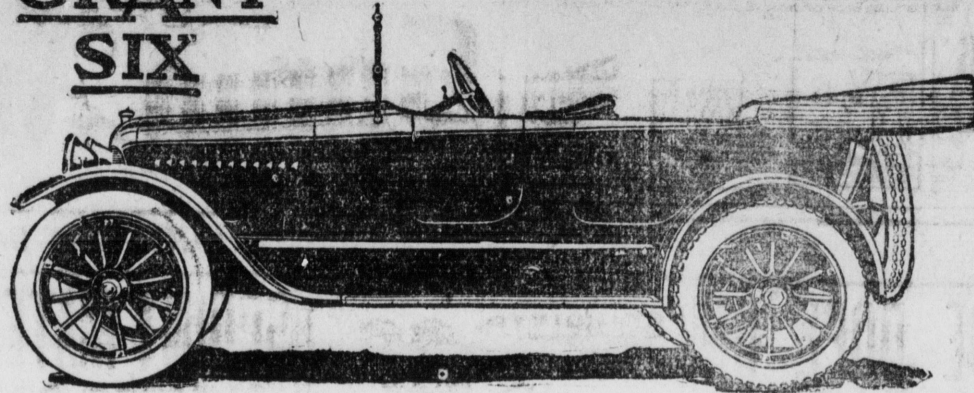
MYSTERY VEIL AROUND BUILDING OF BRITISH WAR 'TANKS' IS LIFTED

LONDON, Feb. 10—Much of the mystery which marked the making of the now famous tanks used by the English against the Germans has been cleared. England has never built a war device before which was kept such a secret as was the tank. Information has just been made public that these war accessories were built in a factory surrounded by a high wall. Workmen who entered this factory were not permitted to leave or see their families for a period of three months. The tanks are fitted with two six-cylinder Daimler, sleeve-valve, engines of approximately 150 h.p. each. Four speeds forward are offered, the maximum being six miles an hour.

REO GIVES COIN FOR ROAD IMPROVEMENT

LANSING, Mich., Feb. 10—The Reo Motor Car Co. has presented the Oakland county road commissioners a check for \$958.50, which represents the amount of reward offered by the company for improvement of the Grand River road. Similar offers were made to all counties through which the road passes between Lansing and Detroit. The only condition was that the thoroughfare be known as the Reo highway.

GRANT SIX



The Public Demanded 20,000 Grant Sixes This Year

BUYERS caused Grant production to jump to 20,000 cars because of the fact that the Grant Six is without question one of the greatest automobile values of the year.

Knowledge of intrinsic features increases daily. Opinions are decided about even the seemingly unimportant details of automobile construction. You know what you want in a car.

Come and see the 1917 Grant Six before you buy any car and look it over carefully. Check up details of construction. You will understand quickly why buyers forced the production of 20,000 of these cars.

The tremendous, sweeping success of the Grant Six is based solely upon national recognition of extra values. It has the looks, the strength, the power, the ease of riding you want. It is moderate in price and costs little to operate.

We believe it offers the biggest dollar's worth of good automobile for every dollar of its price.

Come and check us up.

These Features Hint Grant Value

Nowhere else can you find a five-passenger SIX with Overhead Valve motor; Full Floating Rear Axle—True Cantilever Spring Suspension—Wagner Two Unit Starting and Lighting System, Willard Storage Battery, Remy Ignition, Stromberg Carburetor, Stewart Vacuum feed with 12 gallon tank in rear—and every feature YOU want in YOUR Six—for \$825.

Five-Passenger Touring Car or Three-Passenger Roadster, \$825; Three-Passenger Cabriolet, \$1050

F. O. R. FACTORY

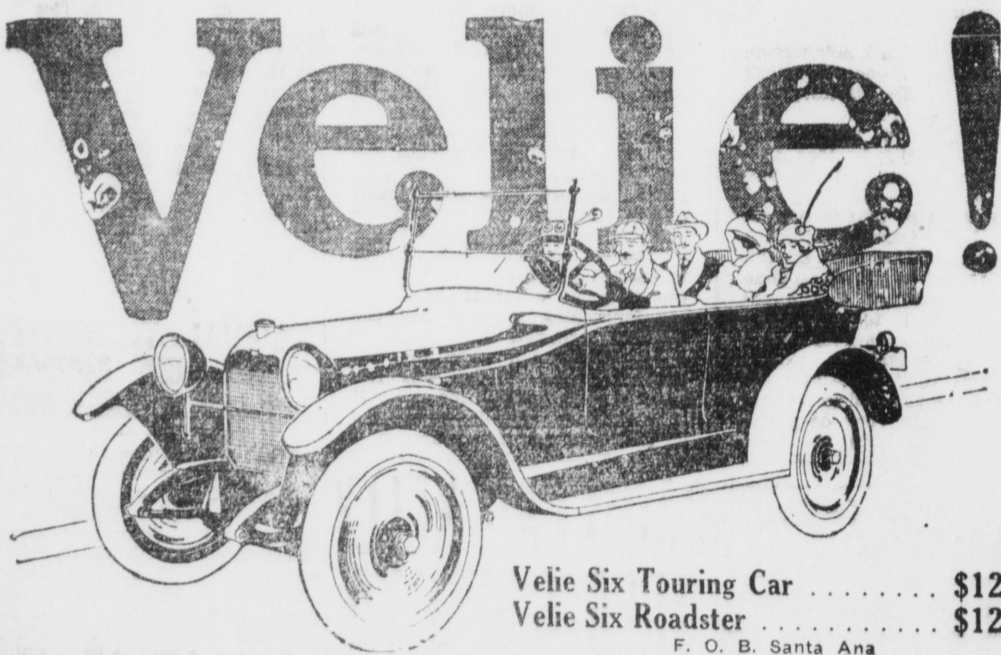
Come and See. Come and Compare

GRANT MOTOR CO.

Cor. East Fifth and Bush
H. E. DIERKER, ORANGE AGENT

GRANT MOTOR CAR CORPORATION, FINDLAY, OHIO

Striking out boldly from the beaten path, producing a car wholly different from any other, the designers of the Velie have combined the very acme of touring car comfort with roadster liveliness in



Velie Six Touring Car \$1245
Velie Six Roadster \$1245
F. O. B. Santa Ana

The Buyer of a Velie is Assured Luxury, Comfort, Beauty, Power, Such as Is Usually Found Only in Cars Selling \$200 to \$800 Higher

Timken bearings both front and rear—Continental motor—Remy ignition—multiple disc clutch—deep full leather upholstery—twenty coats body finish—These are only a few Velie features that have caused it to be styled "All Features" car.

Let Us Give You a Demonstration

Layton Bros.

Cor. Fourth and French Sts.

Phones: Pacific 1280; Home 73

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IT'S ECONOMY TO USE THE BEST; THAT'S WHY MOST MOTORISTS PREFER

Racine Tires

Every user is a booster and that alone is strong evidence of their superiority.

VULCANIZING

Everything in Tire Repairing—Plain Sections, Non-Skid Section, Repairing.

ELECTRICAL

Recharging Station—Coil and Battery Work—Generators Rewound—Everything Electrical.

Safety First

Leave your order for an Auto Theft Signal Lock

Endorsed by all authorities.

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J. E. PEARCE 517 North Main Street.
ORANGE COUNTY DISTRIBUTORS. V. T. HAWK

Buy Kelly-Springfield Tires

—and you buy satisfaction.

Our purpose to hold your business is by getting your friendship, by rendering sincere service.

Make Our Place Your Headquarters

There is something new at our station to interest you; it is the new kind of service we are now prepared to give. Drive around and find out about it.

ORANGE COUNTY TIRE COMPANY

First and Main Streets.

ORANGE COUNTY DISTRIBUTORS.

Home 319, Pacific 1001.



A Carload of Long-Awaited New '17 Oldsmobiles Arrived Yesterday We're Ready Now to Make Deliveries

The Sensation of 1917 Models---OLDSMOBILE "EIGHT"

BEFORE YOU SEE A CAR priced at \$1495 you have in mind certain well-defined ideas of what you should find for this price. With these points mentally tabulated, come in and see the Oldsmobile Eight and check your expectations with the realities as you find them. You will, we believe, endorse our assertion that the Oldsmobile is the Eight Pre-Eminent. What the motor-wise buyer seeks in an automobile today he finds in this New Oldsmobile creation. Motor-wise people will buy this car if they desire a car of luxury, comfort and superb mechanical worth, at the same time not investing one dollar more than is necessary to secure all these features.

Oldsmobile
19th Year

C. C. CRAWFORD

424-426 West Fourth Street

PHONE: SUNSET 528.

TWO VELIES SOLD BY LAYTONS IN PRESENT WEEK

Layton Brothers, agents for the Velie, reported the sale of two cars again for this week. H. S. Kittle of the Santa Ana Co-Operative Sugar Company, bought a Velie roadster, Joseph Holtz of Silverado a Velie touring car.

"We are well pleased with the reception given the Velie in Santa Ana," said E. H. Layton. "This is the first season for this line of cars here, but in spite of that fact they are well known to most motorists. If sales continue as they have started out we will have no cause for complaint.

"There is one thing in particular that I try to impress on owners of Velie and Maxwell cars, and that is the fact that we are here to serve them. We have a well equipped repair department and are prepared to do any kind of repair job. Another thing we do is to put every car we sell through a thorough course of limbering up before they go out. The motor is connected up with natural gas and is kept running until every mechanical part of the car is working smooth-

ly and everything is in perfect adjustment."

BRITONS ALLOWED BUT 2 GALLONS GAS EACH WEEK FOR MOTORING

NEW YORK, Feb. 10—Joseph A. Mackle, director of the Willys-Overland, Ltd., London, England, says that there are not more than 200 unsold American cars in the British Isles at present. At the time the order barring importation of passenger cars in New England became effective, March 21, there was on hand sufficient American cars to care for a normal demand for three months. Due to restrictions on gasoline, this supply of cars became adequate for ten months. Mr. Mackle says at present gasoline is selling at 68 cents per imperial gallon. Every motorist is given two gallons of gasoline a week for private use. This means approximately 50 miles a week for motoring. Because of this the use of cars has been restricted.

Beginning with December 15 the government restricted the manufacturing of passenger cars in England by English makers. Previous to that time the Ford factory in Manchester and a few other manufacturers were producing passenger cars. Ford was making as high as 200 per week at its Manchester factory. Since December 15 the activities of the Ford and other factories have been restricted to delivery wagons, ambulances, etc.

SIX-DAY BIKE RACE TO START

CHICAGO, Feb. 10—A six-day professional bicycle race, an annual event in Chicago, will start in the International Amphitheater today, and such professional riders as Jackie Clarke, "hero of a thousand races," Eddie Madden, Francisco Verri and Reggi McNamara will contend. Last year's race was won by McNamara and Spears, both signed to ride in this year's event.

It had been planned to match Verri, an Italian, with Oscar Egg, Swiss, the team which won the first race in Chicago, but Egg, being true to his colors, answered the call of the Swiss ministry for all reservists of the Swiss military.

Jackie Clarke, a native of Australia, has been paired with Eddie Madden, an American, for the stock yard event and the two well-known riders are expected to make a good showing.

COUNTY HAS CAR

Clay county, W. Va., has a real distinction in this day of many motor cars. Though its population is 10,233, only one car is owned within 332 square miles. The state has 15,636 cars.

Five Don't's

BY BILLY PENNOCK
(Agent for Hood & Puritan Tires)
Don't run flat.
Don't run soft.
Don't overload.
Don't fail to repair cuts.
Don't start and stop quickly.
Don't skid around corners.
Don't speed.
Don't use chains unnecessarily.
Don't let your wheels be out of line.
A careful observation of the above will save you money.

ILLINOIS MOTORISTS IN ARMS AS GAS IS WEAKENED BY WATER

BLOOMINGTON, Ill., Feb. 10—Many complaints are being registered by Illinois car owners regarding trouble with gasoline and oil, while proprietors of garages are profiting by an extraordinarily heavy run of repair work, due to frozen radiators, carburetors, pipe lines, drain wells and, in some cases, stiffened oil in the crankcase. More trouble is caused, however, by pipe line freezing than any other.

This, it is asserted by mechanics in local garages, is due to a poor grade of gasoline which is being supplied during the present season and which carries a large percentage of water. The water settles in bends, elbows and low places in the pipe line. It freezes there, closing the pipe line and shutting off the supply of fuel.

TOOL EQUIPMENT OF AUTO THIEVES NABBED IN SOUTH ELABORATE

NASHVILLE, Tenn., Feb. 10—To be a regular motor car thief requires almost as large an equipment as it does to run a repair shop, according to local detectives, after arresting two young men charged with wholesale operations along this line. The two young men had in their possession, the detectives state, not only two Ford cars, but tools for chiseling off numbers, a dozen car licenses from various states and tools for removing various parts from the cars. At least, this is the interpretation placed by the police on their equipment. They state that the numbers on the engines had been tampered with and the cars altered. It is believed that the cars were stolen in Indianapolis, and that a car stolen here was sold there. It is declared by the police that they are a part of a band which has been working in this section.

SOUTH AFRICA ROADS O. K.
South Africa builds roads to the best of its materials and funds ability. The municipality of Johannesburg has 775.4 miles of roads, with an average width of 59 ft. Very little rock suitable for construction is native to the city, and the material used soon goes to pieces on the busy thoroughfares. Construction is cheap and more roads are thus possible. Labor is about 6 cents a day. The city has had a stone-breaker plant for seven years. Tar coating is used to keep down the dust. Good roads connect the city with surrounding suburbs.

CUTSHAW READY TO QUIT, WORD

NEW YORK, Feb. 10—From Brooklyn comes the word that George Cutshaw, second baseman of the Dodgers, has decided to cut out baseball and go to work during the summer. No definite reason for Cutshaw's determination was given in the letter which reached Charles, but he has let it be known that no baseball magnate—Ebbets not barred—can cut his contract salary and get away with it.

Cutshaw is one of the eleven Dodgers who saw the shine taken off several hundred gold dollars a season, but he is the only one who has taken the stand that it's better not to play at all than for the reduced figure.

George didn't have such a whale of a season last year. His work most of the summer was up to the ordinary style, which is very good baseball. But when the world's series came across George didn't. He was charged with the loss of at least two ball games in that memorable farce, and his batting simply wasn't there.

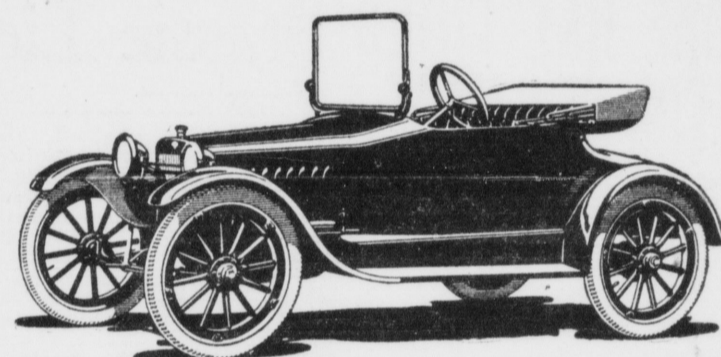
Cutshaw was deeply hurt by the fact that he was held responsible for losses of the big games. He realized that he hadn't played as a ball player of his class might have been expected to, and he wended his way from Brooklyn with a weight of woe over his heart. This may have more than a little to do with his determination to retire.

Cutshaw has been known for a long time and has been praised for his aggressiveness and nerve in Brooklyn. Consequently when he fell down no his nerve in Boston the praise got a little reverse-english. That hurt Cutshaw. He had the name of driving in more runs than any member of the Brooklyn club, but he didn't do it in the world's series and that hurt. Although he has had a winter to think it over, his friends insist he has not forgotten the bad work credited to him in the big series.

NEW REFINERIES IN TEXAS EXPECTED TO CUT GASOLINE COST

AUSTIN, TEX., Feb. 10—Besides the notable increase of the production of crude oil that has been shown in the different fields of the Gulf coast region of Texas during the last few weeks, another feature of the industry which may have an important bearing on the gasoline trade of the country is the extensive preparations that are being made for enlarging the refining facilities in this state. No less than six refineries ranging in capacity from 10,000 barrels to 60,000 barrels of oil are now either in the process of construction or are being planned for in the near future. The refinery which the Galena Oil Co. is building near Houston, it is said will be one of the largest in the United States. This is a Standard Oil project.

URGES JAIL FOR SPEEDERS
Jail penalties for speeding were recommended by Governor James E. Ferguson in his biennial message to the Texas legislature which convened Jan. 9. He urged a ten-mile-an-hour limit within a township and a 24-mile-an-hour limit on country roads. He also urged the creating of a highway commission the cost of which should be met by a tax on motor vehicles.



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Ride In a Saxon "6"

—NO FOUR CYLINDER CAR ON THE MARKET CAN COMPETE WITH THIS CAR, AND IT COSTS YOU VERY LITTLE MORE TO BUY AND LESS TO OWN AND OPERATE.

Price \$980 F. O. B. Santa Ana

Saxon Auto Sales Company

L. D. LEWIS, Agent

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Pacific 528 Home 75



Wherein Reo Surpasses

WE REO FOLK make the assertion in the firm belief that it is one hundred per cent true;—that you can drive a four-cylinder Reo—world-famous as "Reo the Fifth"—longer, farther and for less cost of operation and upkeep than any other five-passenger car in the world.

THAT IS A BROAD STATEMENT—we fully appreciate how sweeping. And yet we have no hesitancy in signing the Reo name to it. And you know what the Reo word is worth.

WE BASE THAT ASSERTION on the experience of the seven seasons that this Reo model has been made in practically its present form, and on the statements of thousands of dealers who have sold, and tens of thousands of owners who have driven, this car.

DOES NOT THE VERY FACT that we have continued to make this model year after year that long time—just refining and improving details as our engineers or body designers found opportunity—

DOES NOT THAT FACT PROVE our sincerity and our great faith in this model?

Reo Sales Agency

M. B. LACY, Mgr.

417-19 West Fourth.

Pacific 125; Home 154.

Are You Going to Move?

If so, let us figure with you on doing your job. We Move Household Furniture Anywhere, Any Time, Any Distance.

Heavy Loads and Long Hauls Our Specialty—Motor Trucks or Wagons.

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Guaranteed Radiator Repairing. Radiators, Fenders and Gas Tanks made to order.
Cor. Fifth and Spurgeon. Phone: Pacific 1244-J

Griffith Lumber Company

LUMBER
ROOFING
Both Phones 7.

CEMENT
MILLWORK
1022 East Fourth St.

At Last We've Found the Tire We wanted So Bad

THE HOOD

We've searched for months for a tire that we could positively stand back of. A tire that we would not have to replace continually. A tire with a perfect fabric, made of quality rubber all through and embodying features that we could stand good for.

And, believe us, Mabel, we've sure got it.

It's the Hood Tire. And it's by far and away the greatest real quality tire made anywhere. Think of a **positive** guarantee of 10,000 miles on Ford sizes.

But the features are much too numerous to mention here. All we want to say is this:

Don't you dare buy a tire without seeing the Hood.

Hood Tires
are made for the most exacting, and cost accordingly.

HOOD TIRES
PURITAN TIRES

Puritan Tires
are made to give satisfactory service for a standard price.

THE PURITAN

Puritan Fabric Tires, at the price, are in a class by themselves. They are of standard construction—regular number of plies. The union between the plies is perfect and the rubber is pure gum friction.

But it is Puritan Side Covers that do the work. This is a feature we want you to see.

We make all adjustments on Hoods and Puritans right here. That feature alone is worth a big heap to you.

VULCANIZING

Our Vulcanizing department is in keeping with this modern building of ours. Everything in it is right up to snuff. Our air pump is the best in this neck of the woods. Have your vulcanizing done here.

Ideal Tire and Rubber Company

NEW BUILDING, FIFTH AND BUSH

MATTHEWS AND PENNOCK

BILLY PENNOCK ON THE JOB

WAR LOOMS IN TENNIS RANKS

BY H. C. HAMILTON
(United Press Staff Correspondent)

NEW YORK, Feb. 10—A real old-fashioned showdown was in store for delegates to the annual meeting of the United States National Lawn Tennis Association when it convened here.

Open warfare on methods of conducting affairs of the association has been declared by members of the association in the west and middle west. Secession from the national association has been threatened unless the west is allowed to have a little more to say.

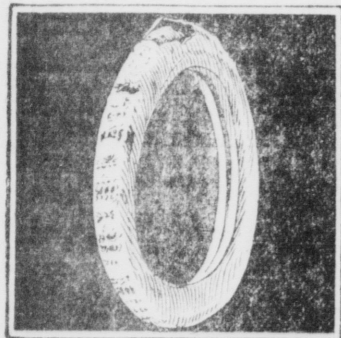
It is declared by every one that the amateur question hasn't a thing to do with the threats, but just the same the action of the executive committee in recommending that tennis players engaged in selling tennis goods be declared technical professionals precipitated the dissatisfaction. The edict would bar from amateur competition Maurice E. McLaughlin, Roland Roberts and other coast stars. The west doesn't want to lose these amateur stars.

The suggested changes in rules for determining amateurs promises to be well gone over before they are adopted. The apparent antipathy of westerners to such changes has become serious. The action of the national golf association in adopting a rule against golfers selling sporting goods or laying out golf courses will be a strong argument in favor of its adoption by the tennis directors, but there will be a strong fight.

The selection of a place for holding the next national championships also will come up for discussion and already there has developed a distinct opposition to the selection again this year of the courts of the West Side Tennis Club at Forest Hills, L. I. There are few spots in the country where the matches could be held, Boston, Philadelphia and Newport being about the only places where turf courts in sufficient numbers are located.

WINTER AUTO RACING SOUGHT IN FLORIDA

TAMPA, Fla., Feb. 10—Local car owners are agitating the development of interest sufficient to enable the construction of a speedway on which to employ drivers during the winter months. Now that there are no Grand Prix meets the reversion to motor car racing as a winter amusement along the coast may be expected.



Don't allow your casings to become too badly "chain worn"—have us repair the effects of chains promptly with our

STEAM VULCANIZING PLANT

and splendid materials before the tires are ruined.

EXPERT TIRE REPAIRING in all its branches can be had here at moderate rates, with a dependable guarantee behind the work.

Just call No. 187 and we do the rest.

HOOSIER VULCANIZING WORKS.

Chas. Bevis, Prop.
118-120 West Third St.

Feminine Motor Notes

The motor car has long been a factor and an important one, in producing a moving picture, but in the new serial, "Patricia," on preparedness it has an even more important one. In one picture given out in advance of the showing Mrs. Vernon Castle, the bright, particular star of this film, is at the wheel of a car, ready in more ways than one for a dash across the screen. She wears a cap similar to an aviator's with a sweater coat and scarf. She is advertised as America's best dressed women, you know.

It might be interesting to notice how many makers advertise new features with a woman displaying the advantages of those features. She does everything from operating a long-handled jack to sit on a shock absorber.

Now is the time to get that rough-wear motoring coat. February is the month of low prices and winter coats and the winter coats are just what you want most often any time of the year. They may be obtained in good cloth and style for less than \$15, while \$25 will buy you the coat that formerly sold for much more. The advance spring styles are approaching gradually, but the fresh storms are anything but springlike.

The two-toned sports suit has been on display in Chicago recently, and it may be well to mention it in view of coming sports suits. It is made with Russian blouse effect. The skirt has a front and back panel, and the blouse is also in panels. Stripes, of course, give the two tones.

Drivers of Oakland cars may have a fine chance to help their country in time of need. The Chicago dealer has conceived the idea of their forming an army reserve for future military service, if they are willing. Letters have been sent to all women in Chicago who drive this particular make, and many have answered already, according to the agency. The Chicago dealer will arrange for military instruction in handling the cars.

Strictly tailored sport suits of velveteen, corduroy and medium weight wool materials seem to be as popular with the tourist as with the woman who uses them for town motoring. Big coats are worn over them while in the car. In this way, women say they feel more dressed for stopping at hotels. Vests of leather add protection. The skirts of these suits usually are cut plainly, depending on pockets of various sizes and shapes for trimming.

DETAIN RICKENBACHER AS SPY SUSPECT WHEN HE GETS TO ENGLAND

CHICAGO, Feb. 10—Predictions that E. V. Rickenbacher's surname would get him into trouble with the allies of his trip in Europe in his search for a racing mount for Indianapolis interests are proving true. In a letter just received by H. G. Bradford, advertising manager of the King Motor Car Co., Rickenbacher writes he was detained several days at Liverpool by the authorities, who thought he might be a German spy. However, he was released after a few days and has gone on to Paris. Rickenbacher says that there are practically no cars being manufactured in England except for war purposes.

NON-STOP MAXWELL IS RUN 23,600 MILES

BOSTON, Mass., Feb. 10—After being on the road day and night since Nov. 22 the Maxwell non-motor-stop car was checked in here and Mayor James M. Curley pulled out the plug that brought the engine to a stop. It had been running 1560 hrs. and had covered 23,600 miles in that time. The car went along through all kinds of weather, and visited many cities. It had been on the road just 65 days. The company is not making claim for any official record for the car. It used Converse tires, and they averaged 10,500 miles, one shoe on the car having passed 13,000 miles. The gasoline average was 19 1/2 m. p. g. and the oil was 450 m. p. g. The speed averaged just under 15 miles per hour.

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